



# SHAPE-IT

## Progress and preliminary findings

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# Introduction



“ Development of the agglomeration should concern (among others):

- . Air pollutant emissions
- . GHG emissions
- . Public health
- . Traffic congestion
- . ...

But

“ Mixed success with policies to promote a shift to sustainable transport behaviour

# Research questions



” Overall:

Why are policies successful in some instances, but not in others?

” Sub questions:

- . Policy integration

Does the integration of policies in their local frameworks affect their effectiveness, and if so, how?

- . Policy processes

What factors influence the successful development and implementation of effective sustainable transport policies?

# Methodology



- “ Literature review
- “ Interviews with local experts
- “ Catalogue of factors/indicators
  - . Policy integration **(1)**
    - Integration
    - Policy interactions
    - Effectiveness
  - . Policy processes **(2)**
    - Influential factors, incl. public participation vs. successful development and implementation

# Policy integration criteria (1)



## Integration

- “ Vertical integration
  - . Different gov't levels
- “ Sectoral integration
  - . Non-traffic considerations
- “ Territorial integration
  - . Surrounding cities/areas

## Effectiveness

- “ Modal share
- “ Traffic demand
- “ Public support/satisfaction
- “ Traffic safety (accidents)
- “ GHG emissions
- “ Noise
- “ Air quality/pollutant emissions

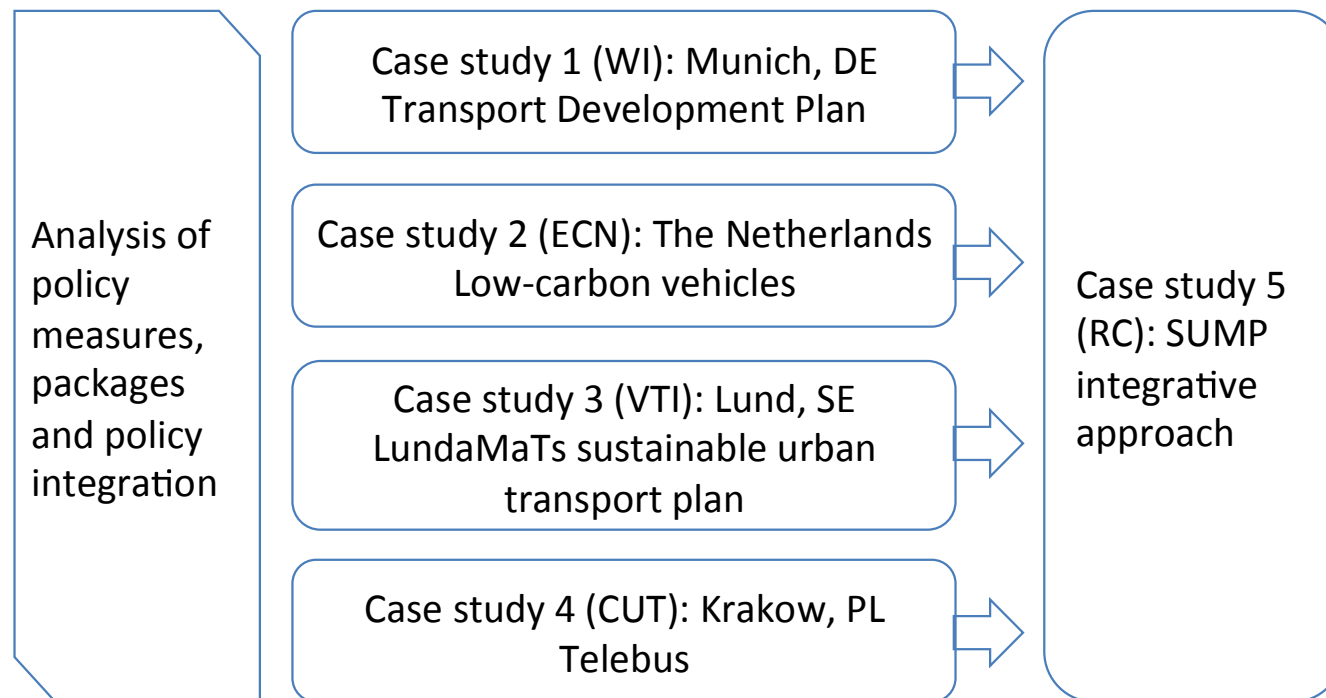
## ” Influential factors

- . Actors and their strategies
- . Policy brokers/veto players
- . Public participation
- . Institutional structures
- . Situational factors

# Case studies



## Policy integration

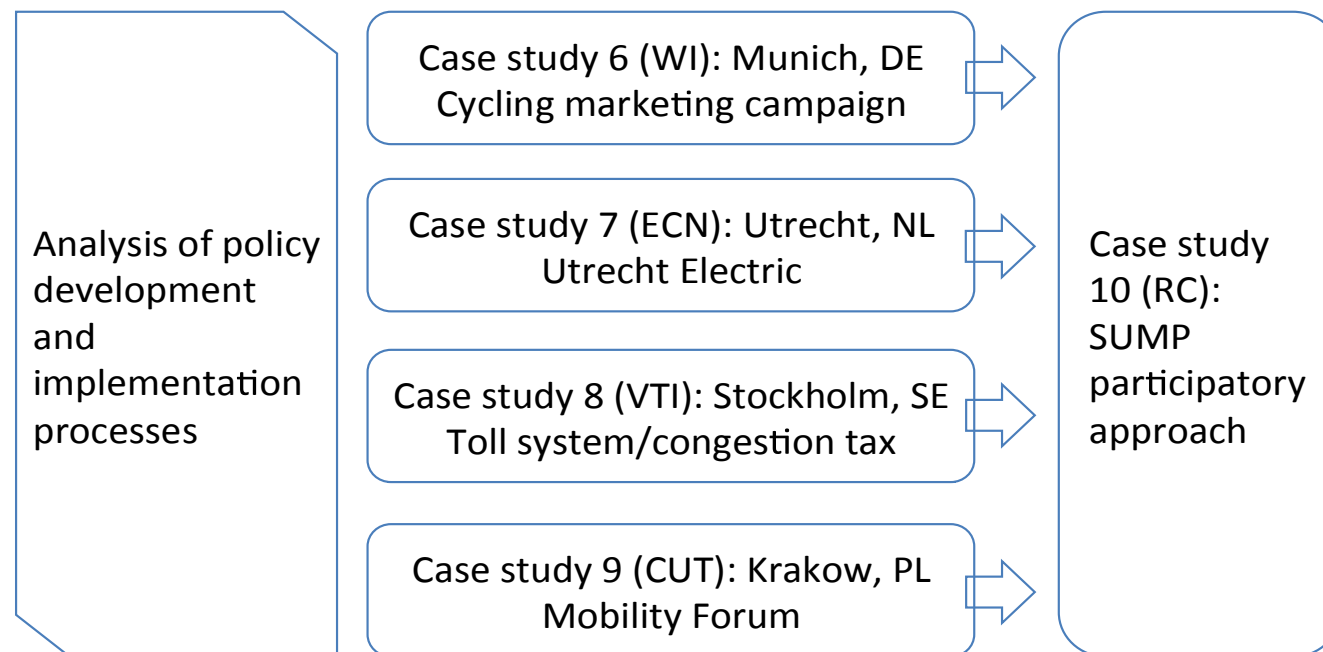




# Case studies



## Policy process

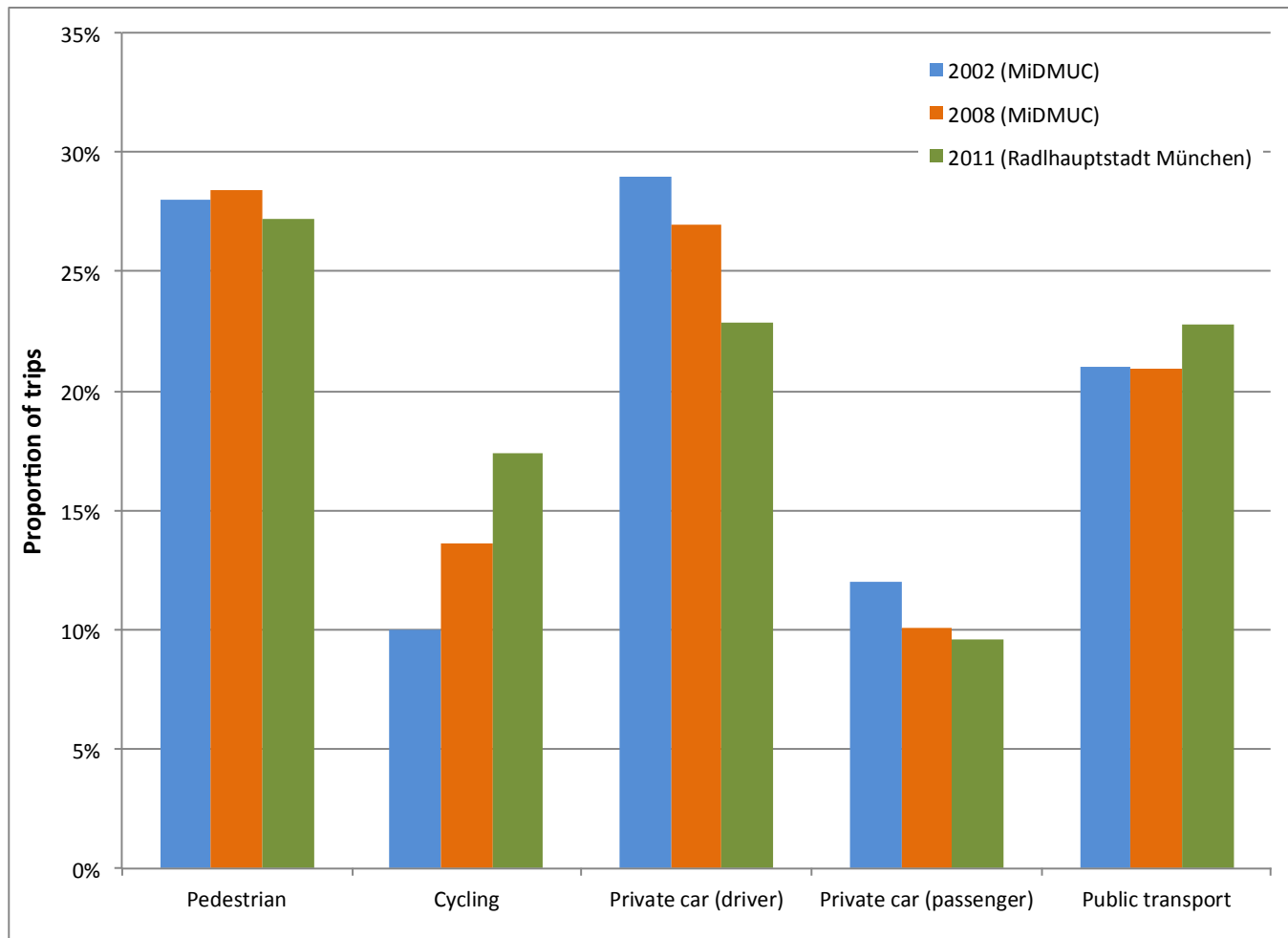


# Preliminary findings



- “ Transport development plan, Munich
  - . Considered well integrated
    - “ Written considering a wide range of measures (bot PuT and PrT)
    - “ Extensive public/stakeholder consultation process
    - “ Embedded in wider development plans
  - . Initial consideration & dialogue perhaps more important than the plan itself

# Preliminary findings



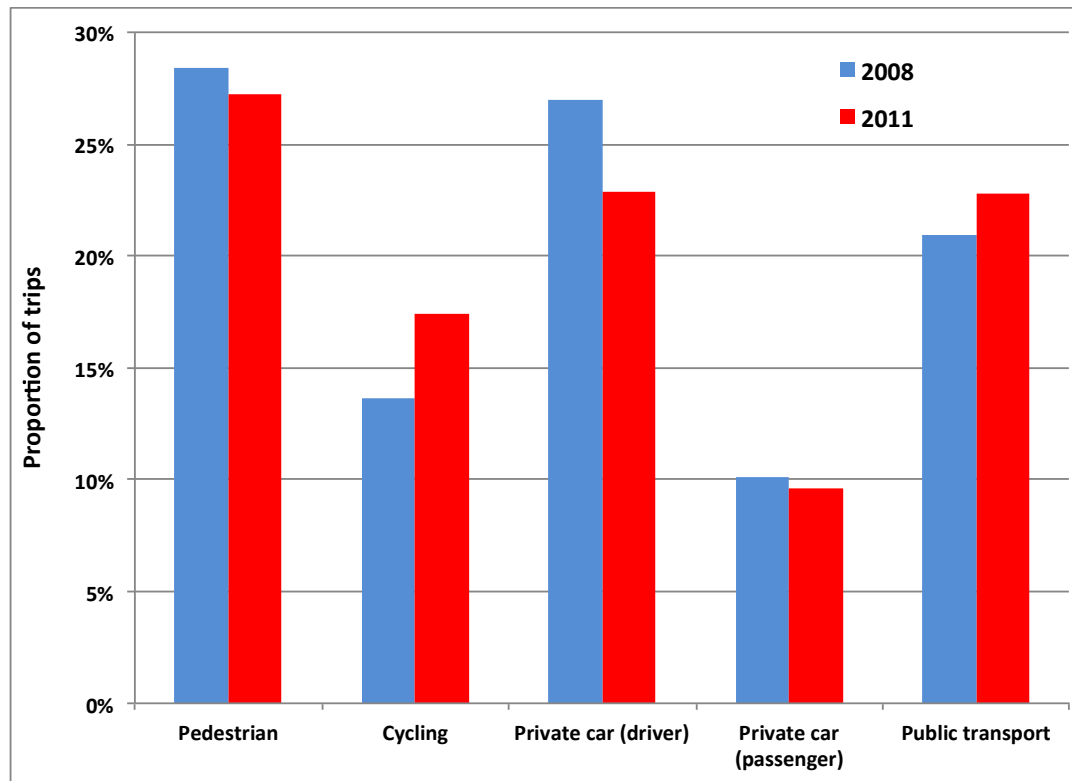
# Preliminary findings



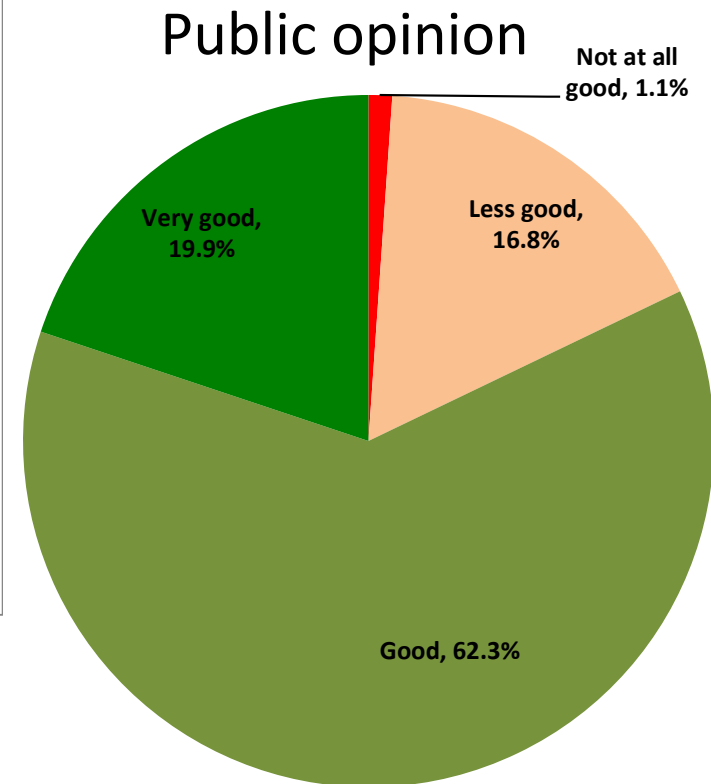
- “ Policy broker within admin (Schreiner)
- “ Green party adopted it & took it into the coalition
- “ Support from Mayors at crucial times (*safety joker*)
- “ Potential opponents engaged and actively included
- “ VeloCity conference
  - . Raised profile of idea
    - “ Recognition for administrators
  - . Laid groundwork for administrative cooperation



# Preliminary findings



Modal split



Source: Raumkom/Wuppertal Institute, 2012

# Preliminary findings



## ” The Netherlands

- . Work required to close expectation gap:
  - ” National desires uniform policies
  - ” Local desires tailor-made policies
- . Differences in duration, type and extent of projects/demonstrations
  - ” Rigid deadlines/schedules
- . Air quality the primary motivation for electro-mobility
  - ” GHG emissions reduction a positive side effect

# Preliminary findings



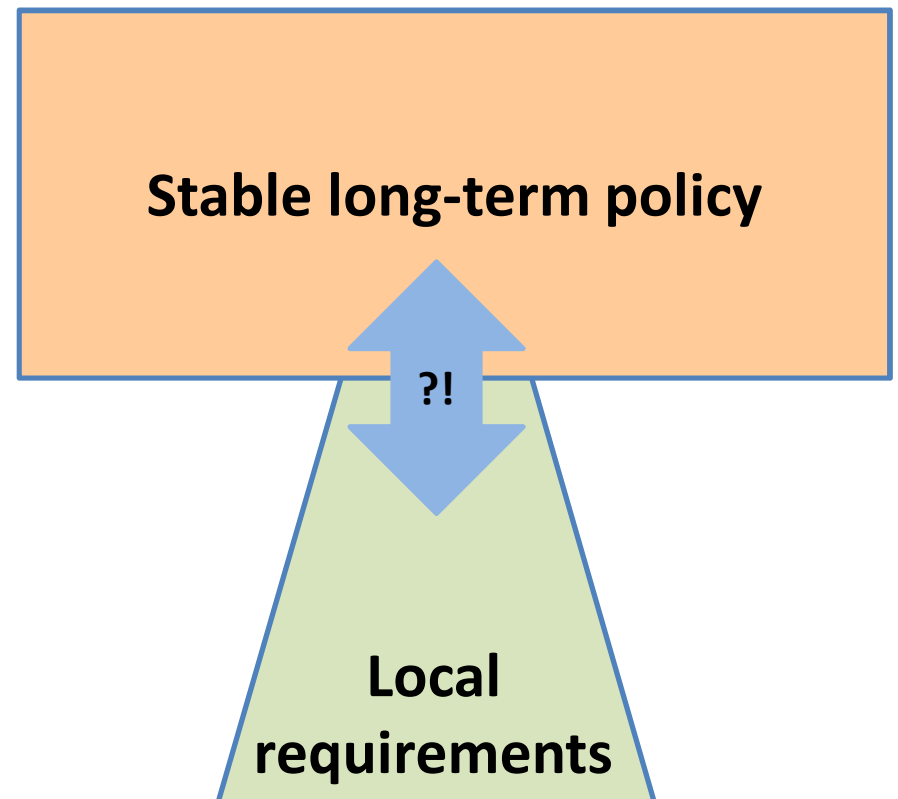
## ” Utrecht, The Netherlands

- . Local implementation requires:
  - ” Involvement of a local key player
  - ” Cooperation with relevant companies (U15 group)
  - ” Lateral thinking by those involved
  - ” Flexible and continuously adaptable solutions to problems
- . Generally, good communication and cooperation

# Preliminary findings



## The Netherlands





# Preliminary findings



## ” LundaMaTs. Lund, Sweden

- . Broad participation in conception
  - ” Commonly agreed goals
  - ” Planning council incl. representatives from
    - . Retail & Industry
    - . Police, county administrations & schools
    - . Environmental protection, & cyclist/pedestrian organisations
    - . Public transport
  - ” But still fairly transport-centric planning
- . Plan limited to Lund urban area

# Preliminary findings



- ” Congestion charge. Stockholm, Sweden
  - . Very controversial
  - . Broad coalitions for and against it
    - ” Including opponents within the administration
    - ” Significant campaigns to try to hinder it
  - . Changing responsibilities hampered its introduction
  - . Stockholm mayor vetoed, but backed down

# Preliminary findings



## “ Telebus. Krakow, Poland

- . National planning supports innovative measures
- . Ground laid by CARAVEL project
- . Public resistance to reduction of conventional services

“ Insufficient consultation?



# Preliminary findings



## “ Mobility forum. Krakow, Poland

- . The Mobility Forum appears to be effective in finding compromises and political support
- . Diverse attendees
  - “ Public transport companies
  - “ Associations of public transport passengers and bicycle users
  - “ Shopkeepers associations

# Summary



## ” Policies should consider:

- . A wide range of other related policies
- . Public and stakeholder opinion
- . Both are done to mixed degrees in the policies examined
  - ” Not doing so leaves the policies open to unexpected negative effects
- . Policies may not be crucial in some situations
  - ” The process of creating/considering them may be a more powerful force for change



# Thank you for your attention!

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